



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Terry Finn

Anne Goodchild

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: May 15, 2012 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Christine Wolf (representing the Port of Seattle), Anne Goodchild, Mike Sheehan

Guests Present: Jordan Royer (Pacific Merchant Shipping Association), Dave Gering (Manufacturing Industrial Council), Victor Stover (Pedestrian Advisory Board), Dan Graynski (Fehr & Peers), Jim Tutton (WTA), Jim Wright (WSDOT), Dick Falkenbury

City Staff Present: Peter Hahn, Tracy Krawczyk, Mary Rutherford, Cristina VanValkenburgh, Dongho Chang, Jude Willcher, Ron Borowski, Kristen Simpson, Ruth Harper (all SDOT), Kristian Kofoed (DPD)

1. Welcome and Introductions

Warren Aakervik called the meeting to order. Board members, city staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of minutes

Warren Aakervik suggested a correction to the April minutes stressing the need for a consistent width for freight travel lanes (mentioned in the Waterfront Seattle design presentation.) The minutes were approved with that correction.

4. Chair's Report and Announcements

Warren Aakervik discussed the City's topographical maps and noted that it is difficult for freight to access the many of the hilly areas on the map.

5. Freight Plan Building Blocks: Existing Policies (including definition of Major Truck Streets)

Cristina VanValkenburgh from SDOT reminded the board of the three freight plan building blocks SDOT is committed to bringing to the board: freight data; a status update on the 2005 Freight Mobility Strategic Action Plan; and a review of freight-related policies in existing plans.

As part of the review of freight-related policies in existing plans, Cristina distributed and discussed a compilation of policies and other freight-related information from the City of Seattle Comprehensive Plan, the 2005 Transportation Strategic Plan, and the Right of Way Improvements Manual.

Cristina VanValkenburgh also discussed major truck streets—they are designated as such to provide for better delivery of goods and services and they inform the design of the street. Updating this map would be part of a Freight Master Plan (FMP).

The right-of-way improvement manual also addresses design and a FMP could recommend changes or enhancements to the current manual. Warren Aakervik stressed the importance of considering WB67s during design. Dongho Chang agreed that SDOT uses WB67 template when designing improvements, and that the ROW manual could be updated to include this.

Anne Goodchild asked how classification counts were done previously. Ron Borowski explained that before SDOT had its current technology, other volume data was used as a proxy in the data reported to the State. In addition, Ron explained that volume counts take construction projects into account by scheduling the counts to avoid construction or detour impacts. Volume counts are done one week at a time and then seasonality factors are applied.

Documents related to this presentation can be found at:
<http://seattle.gov/SFAB/documents.htm>.

Cristina also mentioned that the Department of Planning and Development has an Industrial Lands Policy, which is described here:
<http://www.seattle.gov/dpd/Planning/IndustrialLands/Overview/default.asp>.

6. Duwamish Transportation Management Association (TMA) Street Smart Study

Dave Gering presented the recently completed TMA Street Smart Study. The study was funded with CMAQ money, and focused on alternatives to drive-alone commuting in the Duwamish, SODO, South Park, Georgetown and North Tukwila areas. It took two years to complete.

One goal of the study was to encourage additional non-motorized transportation. Another goal was to improve safety. The study looked at questions such as: Can the connectivity of bike routes be improved? Is there a north-south “dream” route? How does this fit in with freight?

Neighborhood and business groups came up with 140 recommendations, which were prioritized to 28, many of which are about how to improve bike routes in SODO. The study noted that better coordination with all governmental jurisdictions is would be helpful.

The study can be found at: <http://www.duwamishtma.org/street-smart-study/>.

7. SDOT Director's Updates

Peter Hahn updated the Board on various freight issues. SDOT has applied for a \$250K federal grant to fund a Seattle Industrial Areas Freight Access Project, which will look at how to meet the challenges of moving freight. SDOT hopes to hear if we get the grant by July 2011; if the grant is awarded, the funds would be available in 2013. SDOT would provide an additional \$30K for this effort, so the total would be \$280K. The Port is a partner with SDOT in applying for these funds and they would be a partner in the resulting planning effort.

Christine Wolf from the Port pointed out the need for additional "heavy haul corridor" planning in Seattle.

Peter thanked Dave Gering for his update on the Street Smart Study, and pointed out that the ideas about bicycle route improvements should be passed along to the team currently working on the Bicycle Master Plan Update.

Peter introduced Mary Rutherford, who has been appointed as the new Director of Traffic Management.

8. Rapid Ride – Aurora Corridor (SR99) Corridor Planning

Dongho Chang, the City Traffic Engineer, discussed Transit Priority along the Aurora Corridor. This planning effort is in the early phases, SDOT will be hiring a consultant shortly.

There will be transit signal priority, dedicated bus lane, and an "early green" extension for buses at some intersections. This should also help freight movement.

Comments and questions from the Board (and members of the public) included:

- If parking is removed, will the buses stop in-lane? A: Yes, there will be no curb bulbs.
- It is not helpful for buses if bicycles get ahead of buses at queue jumps. A: There are no dedicated bike lanes along this corridor; alternate routes will be provided.
- What about greenway routes? A: The interurban trail is an alternative to SR-99 for cyclists to use.
- What about shutting down access to Aurora from some streets like 72nd and 74th? A: This could shift traffic in undesired ways but some access restrictions may be appropriate at some locations.
- In order to emphasize it's important for through trips, the route should be called Aurora/SR 99, not just Aurora.

Dongho also reported that a new Business Access and Transit (BAT) lane will be operational on southbound Aurora Ave North (SR 99) between the Aurora Bridge and approximately Mercer St beginning in late June. The BAT lane will remain in operation,

24/7, until the SR 99 Tunnel opens in late 2015. Right turns will also be permitted in the BAT lane.

9. Update on Annual Report

Anne Goodchild reported that she working on a draft of the Annual Report, which is a required work product of the Freight Board. She hopes to finish a draft in June 2012.

Kristen Simpson noted that there are currently three vacancies on the Freight Board and that the Mayor's Office and Council are working on filling these.

10. Adjournment

The meeting adjourned at 11:15 am.

The next meeting is scheduled for June 19, 2012, 9:30 a.m. to 11:30 a.m., Seattle City Hall Boards and Commissions Room L280.